

**BLACK & VEATCH**

215 Columbia  
Seattle, Washington 98104-1551  
Phone Number (206) 224-4608

**FACSIMILE**

BVWST Project No.: 40584

DATE: 19 September, 1995

To: **KING COUNTY INTERNATIONAL - FAX 296-0190**  
**PLEASE COPY AND DELIVER TO ALL OF THE FOLLOWING:**

~~CAL HOGGARD~~  
~~PAT TERRELL~~  
~~JULIE RODWELL~~

→ Jeff Winter

Sender's Name: K. SNIDER

B&amp;V Fax No.: (206) 621-8782

This transmission consists of 1 pages including cover sheet.

A copy of this transmittal (will ), (will not XX ) be sent by mail.

Re: BOEING EMF OFFER

I have reviewed the Boeing letter of 9/14 submitted to me yesterday by Julie. I would suggest the following clarifications be made in a counter-offer:

1. **REPLACE PARAGRAPH #2 OF "Boeing agrees to..." WITH THE FOLLOWING:**
  2. Perform a site investigation, per Washington State Department of Ecology (WDOE) guidance, to be conducted after the building is demolished, to characterize areas of soil or groundwater contamination concern. Take remedial action in accordance with WDOE guidance, on areas of concern. Provide copies of correspondence between Boeing and WDOE as well as investigation and remediation related documentation to KCIA.
2. I would also suggest that the counter-offer clarify the physical condition that the site is to be left in following demolition. My concern is that due to the potential of soil contamination to remain on the site, you do not want an interim condition in which exposed soil will be present on site, or water is allowed to pond or infiltrate into the soil. Backfill of the site and a temporary asphalt surface would also make the site more marketable. I would suggest **ADDITION OF A NEW PARAGRAPH #3 OF "Boeing agrees to..."**:

3. Backfill the site using appropriate methods and materials to support future ramp paving, and pave the site with a temporary asphalt concrete pavement vehicular surface to meet existing grade. Grade the finished surface to prevent ponding. Exposed soil will not remain on the site following installation of the temporary pavement surface. Ground water monitoring wells completed in temporary pavement areas shall be completed above ground with protective steel casing and perimeter bollards. Monitoring wells in other existing pavement areas shall be flush mounted in accordance with KCIA construction standards. If future site redevelopment requires abandonment of monitoring wells, Boeing shall replace such wells as necessary at their own cost.

Please call me with questions or concerns. Thanks.